

OUTSIDERS ARE IN

IT IS THEIR DAY TO WIN AT CHURCHILL DOWNS.

While they are about it two of them just clip off each a quarter second from the track record for the given distance—four outsiders win at St. Louis—Kentucky Colt takes a world's record—Jockey Carr in Court—Jockey Club Stewards Meet—Longhead Plucks Class A Plums—Sporting News.

Louisville, Ky., Sept. 6.—There were five events on the program at Churchill Downs today with not less than seven starters in any race. The track was fast and it proved a good day for the bookies for it was the outsider's time to win. The first three races fell to outside chieftains while the fourth was landed by Silko, who was on even terms with Evanston, a 5 to 2 favorite. The track was fast and it proved a good day for the bookies for it was the outsider's time to win. The first three races fell to outside chieftains while the fourth was landed by Silko, who was on even terms with Evanston, a 5 to 2 favorite.

First race—Four and a half furlongs, selling: Doretta, 8 to 1; Laura Scott, 6 to 1; Hippogriff, 8 to 1, third, Time 1:27.5. Second—Six furlongs: Madeline, 3 to 1; won; The Princess, 5 to 1; second; Queen Mary, 5 to 1; third, Time 1:35.5. Third—Seven furlongs, selling: Prince Imperial, 10 to 1; won; Ingomar, 2 1/2 to 1; second; Olive, 7 to 1; third, Time 1:37.5. Fourth—One mile, selling: Silko, 11 to 5; won; Franklin, 4 to 1; second; Evanston, 11 to 1; third, Time 1:42.5. Fifth—Five furlongs: Noylan, 6 to 1; won; Kelllogg, 6 to 5; second; Joe Clark, 7 to 1; third, Time 1:32.5.

St. Louis Races. St. Louis, Sept. 6.—A heavy rain this morning gave the appearance of a quagmire and the water was standing in pools all over the course. One favorite and four outsiders won. Summaries: First race—Six furlongs: May Fern, 7 to 2; won; Bridget, 7 to 1; second; Sarnet, 20 to 1; third, Time 1:19.5. Second—Six furlongs: Falcon, 6 to 1; won; Harbours, 2 to 1; second; Utopia, 2 to 1; third, Time 1:19. Third—Six furlongs: Pelles, 8 to 1; won; Far Davola, 7 to 2; second; Assig, 10 to 1; third, Time 1:22.5. Fourth—Seven furlongs: Mollie King, 9 to 1; won; Rapier, 8 to 1; second; Miss Norma, 7 to 2; third, Time 1:33. Fifth—Six furlongs: Modocero, 10 to 1; won; Loretta, 3 to 1; second; Mollie H, 7 to 2; third, Time 1:31.5.

Windsor Races. Detroit, Sept. 6.—Three favorites and two well backed outsiders won at Windsor today. Weather clear; track fast. Summaries: First race—Five and a half furlongs: Cassack won; Killamey, second; Miles Standish, third, Time 1:27.5. Second—Four and a half furlongs: Sidkel won; Lady Delford, second; Miss Kitty, third, Time 1:30. Third—Six furlongs, selling: Caesar won; Redfern, second; Pete Kelly, third, Time 1:37.5. Fourth—Six furlongs, selling: High Test won; Dockader, second; Hanzelco, third, Time 1:38. Fifth—Six furlongs: Logan won; Grannon, second; Mollie B, third, Time 1:44.5. Half-Mile Two-Year-Old Record.

Lewiston, Me., Sept. 6.—At the Maine state fair today the 2-year-old Kentucky colt Bingen by May King was started in an exhibition mile to beat his own record of 2:21 1/2 in a race Monday. He finished in 2:20 3/4, which is believed to be the record time for 2-year-olds on a half mile track.

A Syndicate of Monsters. Here are the names of the homicidal trio that compose it, hated and abhorred by man and woman kink—dyspepsia, biliousness and constipation. What is the most successful way to attack and conquer these monstrous? Take Hostetter's Stomach Bitters, and they will pull up stakes and make tracks for parts unknown, leaving no trace behind. The Bitters also exterminates malaria, rheumatism and kidney trouble and nervous ailments.

Jockey Carr in Court. Nashville, Tenn., Sept. 6.—Pellix Carr, the well known jockey, figures in a peculiar suit filed in chancery today by Louis Long of Indiana. Long alleges that he had Carr appear at the races in this city in 1892 expecting to make him a blacksmith and horse trainer, that finding Carr apt and bright he decided to aid him greatly and placed at the Nashville track company \$500 to be paid with accrued interest to Carr when he reached 21 years of age if he served him faithfully. He says Carr ran away from him, violating the terms of the trust and asks to have the money repaid him.

Jockey Club Stewards Meet. New York, Sept. 6.—A meeting of the stewards of the Jockey club was held this afternoon. The following dates were allotted to the National Steeplechase association for its annual meeting: Oct. 16, 17, 18 and 19. Dr. Lee Knapp was appointed steward for the fall meeting of the Brooklyn Jockey club. W. G. Brice's application for a trainer's license was refused.

In response to a petition to permit S. W. Streets to sell his horses, a resolution was passed to reconsider the decision under which he was ruled out, and under rule of the majority, no entries should be received from him, the penalty to be re-imposed if he ever becomes interested in racing again.

A woman's duty lies first in the path that leads to health. Hood's Sarsaparilla is the leader.

That Prize Fight Test Case. Dallas, Tex., Sept. 6.—In the case of the prize fighters who were arrested here last Saturday, Chief Justice J. M. Hurl of the court of appeals has granted a writ of habeas corpus returnable on the 15th instant. The case will determine the validity of the law licensing prize fighting in Texas.

National Circuit Bicycle Races. Buffalo, Sept. 6.—There was another small attendance at the driving park meet. The mile open, which was left unfinished from a stormy evening of Tuesday and won by Tom Cooper of Detroit. As on yesterday the first heat of this event was today declared no race by the judges on account of the time limit having been exceeded.

Fred Longhead of Sarnia, Ontario, who has been carrying off all class A events in the recent Canadian meeting was down for an attempt to beat the track record of 2:02 1/5 by Johnson and Weing. The Canadian did not make the attempt for the mile but did go a quarter mile pace in 20:5 seconds. A brisk breeze favored him. Summaries:

Mile open, class B (unfinished from yesterday). Second heat—Tom Cooper, Detroit, won; J. P. Bliss, Chicago, second; A. I. Brown, Cleveland, third, Time 2:13.5. Third heat and final—Cooper won; Bliss, second; Rigby, third, Time 2:35.

Five mile handicap, class B: H. C. Callahan, Buffalo, (275) won; E. F. Leonard, Buffalo, (250) second; W. J.

Helfret, Utica, (200), third, Time, 12:44.5.

ARE WELL MATCHED

MEASURER FINISHES HIS WORK ON THE SWIFT YACHTS.

All are surprised at the Little Difference Between the Yankee and the Britisher—Yakirke Allows Only Twenty-Nine Seconds, which Result Throws the Betting Back to About Even Money—Grand Push of Visitors to See the Grandest Yacht Race Ever Sailed—Official Dimensions of the Yachts—Regulations.

New York, Sept. 6.—No previous contest for the America's cup has ever aroused such intense and widespread interest on both sides of the Atlantic as the races between Defender and Valkyrie III, which begins tomorrow off Sandy Hook. Not only are hundreds of strangers in town from Boston Philadelphia, Baltimore, Chicago and many other cities of the far west, eager to witness the grand struggle, but the number of foreign visitors who are here for the same purpose never before has been exceeded. Such a big rush for the ocean course has been anticipated for tomorrow that unusual precautions have been taken by the cup committee to have the course properly patrolled. Indications are that the sky will be overcast nearly all day.

The result of the measurer's work on the yachts was a great surprise. No good judge thought the English yacht would give over a minute and a half on a thirty mile course. The defender, yet many capable critics said the challenger would give a minute; but that she should yield less than half a minute was astonishing to all the smart people. However here are the figures and they speak for themselves:

Defender—Length on load water line 88.45; length from after end of main boom to forward point of measurement 104.72; length from fore side of foremast to forward point of measurement 75.55; length extreme to spinnaker boom 73.55; length of main gaff 64.95; length of topmast 45.45; height upper side of main boom to top sail halyard block 125.48; sail area per rule 112.35; sailing length as per rule 106.35.

Valkyrie—Length on load water line 88.35; length from after end of main boom to forward point of measurement 104.02; length from fore side of foremast to forward point of measurement 73.34; length extreme to spinnaker boom, same; length of main gaff 59.50; length of topmast 55.95, one fifth 44.75; height upper side of main boom to top sail halyard block 129.89; sail area per rule 114.14; sailing length as per rule 104.19.

When Mr. Hyslop brought the measurer to New York Yacht club house he said the Valkyrie would have to allow Defender 29 seconds. It was only his business, he added, to turn the measurements to the regatta committee and let that committee decide what the time allowance should be. Nevertheless he felt that 29 seconds was a fair thing. The committee considered the matter for some time and at 10:25 p. m. posted up a notice on the club bulletin board to the effect that the allowance would be 29 seconds, leaving out Mr. Hyslop's addition and tenth of a second. The races will perhaps be very close, but no tenth of seconds will separate the boats at the finish.

It will be noticed that the load water line lengths of the two yachts differ by a difference of forty-hundredths in favor of Defender and that the length of Defender's gaff went considerably toward reducing the small advantage gained on the water line. It will also be seen that the sail area does not show so great a difference as was expected and that the general rating of 106.35 for Defender as against 104.19 for Valkyrie, displays a margin between the boats so small that nobody guessed it.

The regatta committee of the New York Yacht club issued the following circular tonight:

The courses for the America's cup will be laid by Lieutenant C. M. Winslow, U. S. A., of New York Yacht club, in charge of the tug Edward Luckenbach. Mr. Winslow took the tug down the bay today and adjusted the compasses and tested the patent log. Lieutenant H. M. Morrell, also in charge of the New York Yacht club, will be in charge of the tug Lewis Luckenbach, which has been chartered for the purpose of marking one end of the line upon which the start will be made from the lightship. This tug will also mark the second float in course No. 2 and will assist the patrol fleet when not otherwise engaged.

On the announcement of the time allowance the betting altered somewhat and went to even money.

The hotels of the city filled up today with guests coming to see the races and tonight it was impossible to secure accommodations at any of the large upstate hotels. The guests came from all parts of the country, and a large number of them were from New England, and particularly Boston, mustered the largest number. All the incoming trains were crowded and many people from New York and other resorts. The betting is so little as not to deserve mention.

Forecasters Dunn has issued the following: The weather indications at midnight are: Fair with light to brisk southeasterly winds with the sea running high. Neither light nor rain. Light breeze, Black Island and Sandy Hook report wind varying from ten to twenty miles an hour with a high sea. It is likely the wind during the race will vary from twelve to fifteen miles an hour.

In an informal statement he says: "The weather is likely to be partly cloudy with possible slight showers or two but not sufficient to spoil the day or prevent the race. The wind will be from an easterly direction shifting northeast to southwest."

NO SIDE RACES. Washington, Sept. 6.—General Du Pont, supervising inspector general of steam yachts has sent the following cautionary telegram to the agents of the steamer Richard Peck and the City of Lowell, who, it is said, have arranged a race between these vessels in New York harbor tomorrow:

"Hope newspaper report is untrue that the Richard Peck will have a competitive trial of speed with the City of Lowell going and returning from the yacht races tomorrow. If true will be a very dangerous proceeding, crowded as the bay and harbor will be with other excursion steamers. Attention is called to provisions of section 2344 revised statutes, which will be enforced if an accident should occur because of such competitive speed race."

BRITISH COMMENT. London, Sept. 6.—The Chronicle says this morning: "If Valkyrie III does not hold the winning flag today or on Tuesday we shall probably never build a yacht that will do as well in the dry air of American waters as in the moist winds of Albion. Yet we may be sure that the rivalry now established will not die."

"You will notice that I have you on the string," said the Yankee, "Yes," answered the kite. "And that will make me soar,"—Indianapolis Journal.

The Lesser Evil. She—You will have to work hard if you win the hearse. He—The hearse—I'll have to work harder if I don't.—Texas Siftings.

THE WEATHER.

Local forecast for Wichita and vicinity.

Until Sunday fair and decidedly cooler. During the past twenty-four hours the highest temperature was 90 degrees, the lowest 75 degrees and the mean 82 degrees, fifth clear weather until early night when the wind shifted to brisk northeast and grew considerably cooler.

Thus far this month the average temperature has been 78 degrees. For the past seven years the average temperature for the month of September has been 80 degrees, and for the fifth day 74 degrees. FRED L. JOHNSON, Observer.

Washington, Sept. 6.—Following is the forecast up till 8 p. m. Saturday: For Kansas—Fair; northerly winds. For Oklahoma—Fair preceded by showers in eastern portion, northerly winds; cooler in extreme eastern portion. For Colorado—Fair; easterly winds; slightly warmer in extreme northern portion.

RECORD OF TEMPERATURE.

Following is the record of temperature in Wichita yesterday as taken at the Eagle office:

7 a. m.	78	4 p. m.	80
8 a. m.	80	5 p. m.	82
9 a. m.	81	6 p. m.	82
10 a. m.	82	7 p. m.	81
11 a. m.	83	8 p. m.	80
12 m.	80	9 p. m.	79
1 p. m.	80	10 p. m.	78
2 p. m.	80	11 p. m.	77
3 p. m.	80	12 midnight	76

SYMPTOMS OF THE CHRISTIANS.

They are Believed to Meditate Train Robbing in Texas.

Fort Worth, Texas, Sept. 6.—It is believed by railroad officials that the noted Christian gang who murdered a deputy marshal near Guthrie ten days ago is in Texas. The Fort Worth and Denver train that came in this afternoon was heavily armed with rangers and deputy sheriffs and Captain W. J. McDonald of the rangers accompanied by Sheriff Coffey of Hardeman county and other officers went out on the north bound Rock Island train tonight at the special request of Vice President Hovey, who accompanied them. As Mr. Hovey and General Passenger Agent McCabe had come down the line from the territory only three hours before it is believed that this had some alarming information.

LITTLE BETTER THAN PIRACY.

Strong Language Used in Newfoundland Against the Canadian Seizures.

St. John's, N. F., Sept. 6.—It is understood the government has made a very strong representation to Canada about the seizures of fishermen on the coast of Labrador. All the information obtainable here shows the whole proceeding here to be a high handed outrage. The seizures declared the rights of British subjects have been interfered with. The acts of Howard, the Canadian collector who made the seizures, the denounced a little better than piracy. The government urges Canada to remove him. The fishermen will lose thousands of dollars by having their vessels seized. One letter from Labrador what the fishermen are doing is to go on the Newfoundland collector at Bonne Esperance and threatened to shoot him. The same letter says Howard is crazy.

CHINATOWN TO BE WATCHED.

Six Companies Will Co-operate with San Francisco Authorities.

San Francisco, Cal., Sept. 6.—The members of the local board of health today inspected the Chinese quarter to ascertain what measures might be taken to take to lessen the chance of cholera obtaining a foothold here. The Chinese consul general has promised to co-operate with the board and said that a force of Chinese inspectors will be maintained by the Six Companies to correct all nuisances and any condition threatening the health of the quarter.

GRAND ARMY EXCURSION.

To Louisville, Ky., Via the Big Four Route.

In addition to the very low rates offered by the Big Four Route via St. Louis, or Peoria, through Indianapolis to Louisville and return, we will place on sale at Louisville, during Grand Army meeting, tickets at one fare for the round trip, with same time as Grand Army tickets, for all points on the Big Four within a radius of three hundred miles, enabling persons from the west to visit in Illinois, Indiana, Ohio and Kentucky, and return to their homes at a very low rate.

San Francisco, Sept. 6.—George W. San Guelpin secretary of the International union of marine and fishery workers and is about \$900 short in his accounts.

Port Townsend, Wash., Sept. 6.—The supposing, the absconding clerk of the supreme court of Victoria has been captured at Roche Harbor by the British authorities and escorted back to Victoria.

Fayetteville, Tenn., Sept. 6.—Last night Dock King, colored, arrested on the charge of attempting a criminal assault on Mrs. Charles Jones was taken from jail by a mob of 200 men and hanged.

Saratoga, N. Y., Sept. 6.—Ex-Congressman A. S. Sargent dropped dead here this noon. He was a member of the thirtieth and thirty-first congresses and was the father of Colonel Sackett of the Ninth New York Cavalry who was killed at the head of his command in the late war.

Clayton, N. M., Sept. 6.—At 1 o'clock this morning the night agent, James White, was held up by two armed men and robbed of \$100 and a gold watch. The robbers also took the mail pouch which was lying on the depot platform and carrying it to the outskirts of the town rid of it of its contents. Posses are scouring the country in pursuit.

Nevada, Mo., Sept. 6.—A mass meeting of the business men of Nevada was held last night to consider the proposition of Captain Henry Johnson of Booneville and M. Fisher of St. Louis who are the projectors of an independent standard gauge railroad from Nevada to Eldorado Springs for a bonus of \$15,000. A contract guaranteeing the amount was signed today and work will be begun on the survey at once and pushed.

SHE REMEMBERED.

And Her Inquisitive Caller Made a Graceful Snook.

It was on Harrison avenue and the woman of the house sat on the side veranda sewing. "Madam," began the man who had entered the yard after taking a long survey of the premises from the gate, "do you remember of my calling here about three years ago?"

"Yes, sir," she promptly replied. "An! I am very glad! Yes, I called here about three years ago. You were sitting just where you are now."

"Do you remember of my telling you that men had robbed and swindled and deceived me?"

"I do."

"That misfortune had overtaken me and that my years had been one long struggle with adversity?"

"I do."

"That my wife lost her life in the great Chicago fire, and my four darling children were drowned in the Johnstown flood?"

"I do."

"Ah! I thank you for remembering these things! Perhaps you also remember that I said that I was hungry and sadly in need of clothing?"

"I do."

"Ah! Yes! How it touches my heart that you remember! And now, madam, you, of course, remember what you did for me?"

"I do, sir," replied the woman. "I whistled for the dog. He came around the corner of the house. You had ten feet the start of him, but he got one of your coat tails as you passed through the gate. The dog is still here and in good spirits. Shall I whistle him up, or do you want to get out gracefully?"

"Gracefully, madam—gracefully!" replied the man as he began moving away. "Yes!—thanks—three years—yes! remember—so do I—would the dog—good-bye!"—Detroit Free Press.

ULSTER WIT.

Some Sharp and Shrewd Sayings About the Clergy.

Some of the ministers of Ulster have possessed a large supply of genuine Irish wit, and many stories are told of their bright sayings and doings.

Those who have seen an Irish jaunting car know that the passengers sit on opposite sides, and that it is a matter of considerable importance, both to the springs of the vehicle and to the horse which draws it, that the car should be as evenly balanced as possible.

One Ulster minister always asked clerical brethren seriously, before seating two of them in the jaunting car, "Now which of you is the heavier preacher?"

At one time the Presbyterians of Ulster were discussing the ignorance and stupidity of one of their number, whose blunders were constantly getting into other people, as well as himself, into trouble.

"And what a notion he has in his head now!" exclaimed one of the elders, in dismay.

"His head!" echoed one of the ministers. "He has no head! What you call a head is only a topknot that his Maker put there to keep him from raveling out!"

In one case a minister who had a very strong will usurped the functions of sessions and committee, much to the displeasure of his parishioners. One Sunday morning, as this minister was trotting up to the meeting house on his little pony, one of his elders said to another:

"It's a fine wee pony the minister rides."

"Yes," responded the other, meditatively; "and it's a strange one, too. It can carry minister, session and committee without turning a hair!"—Youth's Companion.

"Is fooling the her respecter your age. O dammed, how far can you go?" Defiantly she colored her gray hair dark brown. And replied: "I'm just doing to know."—Detroit Tribune.



This Looks Funny at First,— But it's only The Hostler taking a chew of Climax Plug.

Every thoroughbred chewer enjoys a chew of this delicious tobacco. It does not burn the tongue. It possesses a pleasing flavor and a substance unequalled by any tobacco in the world. When you want a good chew, get

LORREARD'S Climax Plug

GRAND ARMY OF THE REPUBLIC.

Twenty-Ninth Annual Encampment, Louisville, Ky., September 10th to 14th, 1895.

Comrades and Friends—For the twenty-ninth time since the organization of your noble body will you meet in encampment. You will leave your homes now with a smile on your grizzled face, the face that was an anxious look some thirty years ago. The rate of musketry, the roar of the cannon and the screaming of the death-dealing shells have been supplanted, through your deeds of heroism on the field of battle, by bonds of peace and eternal friendship. The breeze now wafts to the ears of your declining age those soul-inspiring airs that touch the hearts of the American citizen and make them live for one cause.

The past is forgotten. You are to meet on the banks of the Ohio river, to breathe the fresh air of the hospitality of its people. Your line of march will be strewn with flowers. Old Glory will greet the eye everywhere, and Louisvilleans will meet you as brothers. Let all the boys who wore the blue go; let them mingle with the young men of Kentucky, and there in friendship, bliss, recall anecdotes and sing the camp-fire songs that made the welkin ring in the olden days. Your old comrades, Grant and Sherman, will be with you, not in flesh and blood but in spirit; they will look down upon you from a home where no dissensions exist, and when taps are sounded for that long sleep that knows no waking, friendly hands will stretch out to guide you to the throne of your maker.

Tickets will be on sale September 8th, 9th and 10th, and will bear a final limit of October 6, 1895. Round trip rate from Louisville \$18.90. Less than one day's journey.

THE DIRECT WAY TO LOUISVILLE. For many years the MISSOURI PACIFIC and the MOUNTAIN ROUTE have catered to the wants of the Grand Army of the Republic. Too much attention or elegant service cannot be offered men who in their prime imperiled their lives and homes for their country's cause. Now that peace reigneth o'er the land, and the veterans are about to journey from the battle field to meet in annual reunion, the Missouri Pacific railway system desires to call their attention to the excellent facilities offered by its lines to reach the Kentucky metropolis, in quick time and elegant service.

From all points in Missouri, Kansas, Nebraska, Colorado and Indian Territory, as well as from points in Arkansas and Louisiana, this system operates daily fast trains equipped with Pullman buffet sleeping cars and reclining chair cars to St. Louis, where direct connections are made with all lines for the East and South. Through tickets are made up to all points in the United States and Canada. Pullman drawing room sleepers to Burlington, Kan. From St. Louis, Pullman drawing room sleepers to Chicago, St. Paul, Denver, El Paso, Los Angeles, San Diego and San Francisco.

No. 1—Connects at Burlington, Kan., with A. T. & P. for points in Kansas, Idaho, Wyoming, Utah, Nevada, Idaho, Montana, Oregon, Washington, New and Old Mexico, Arizona and California. Has reclining chair cars (seats free) and Pullman drawing room sleepers to Burlington, Kan.

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RAILROAD TIME TABLE.

ATCHISON, TOPPER & SANTA FE R.R.

TRAIN	ARRIVE	LEAVE
No. 48 Chicago & St. Louis	11:00 a. m.	11:55 a. m.
No. 49 Chicago & St. Louis	11:20 a. m.	12:15 p. m.
No. 46 Missouri River Ex.	10:30 p. m.	11:25 p. m.
No. 47 Chicago & St. Louis	6:00 p. m.	6:55 p. m.
No. 48 Chicago & St. Louis	11:00 a. m.	11:55 a. m.
No. 49 Chicago & St. Louis	11:20 a. m.	12:15 p. m.
No. 46 Missouri River Ex.	10:30 p. m.	11:25 p. m.
No. 47 Chicago & St. Louis	6:00 p. m.	6:55 p. m.